

AMENDMENTS TO THE DRAWINGS

Please enter the replacement drawing sheets attached hereto as Exhibit A to reflect the corrected formal drawings.

Figure 3 was amended to add reference numeral 42 from the specification.

Figure 14 was added to the application to illustrate a fluid flow restrictor being disposed in both end connections of one of the crossover conduits.

REMARKS

I. INTRODUCTION

Claims 18-21 and 24-28 and 30 are currently pending in this application and claims 18-21 and 24-28 presently stand rejected. Claims 22 and 29 have been canceled, claims 18, 20, 21, and 24-28 have been amended, and claim 30 has been added. In light of the amendments made herein above and the arguments to appear below, Applicant respectfully requests reconsideration of the rejections set forth below.

II. AMENDMENTS TO SPECIFICATION

The specification has been amended to include a paragraph in-between paragraphs [0022] and [0023] to describe Figure 14 that was added to the application. Paragraph [0025] has been amended and replaced to comply with the requirements for use of trademarks in a patent application, and paragraph [0026] has been amended to correct the informality identified by the Examiner. Paragraph [0035] has been amended to make reference to Figure 14. Applicant respectfully submits that no new matter has been added to the application as a result of these amendments.

III. AMENDMENTS TO DRAWINGS

Figure 3 has been amended to add reference numeral 42 from the specification in compliance with the Examiner's request.

Figure 14 has been added to the application to illustrate a fluid flow restrictor being disposed in both end connections of one of the crossover conduits. Support for this addition can be found in paragraph [0035] of the specification and claim 28.

Applicant respectfully submits that no new matter was added by way of the amendments made to the drawings.

IV. AMENDMENTS TO THE CLAIMS

Claim 18 has been amended to add the limitation that there are two crossover conduits in Applicant's invention.

Claim 20 has been amended to better define Applicant's invention and the connections between the crossover conduits and fuel rails, in particular.

Claim 21 has been amended to change the dependency of the claim from claim 20 to claim 18.

Claim 22 has been canceled.

Claim 24 has been amended to reflect that there are two crossover conduits and to describe a specific embodiment of the connections between the crossover conduits and the fuel rails.

Claims 25-27 have been amended to reflect the multiple connection fittings required with two crossover conduits.

Claim 28 has been amended to reflect that only one of the two crossover conduits includes a fluid flow restrictor at both end connections of the conduit with the fuel rails.

Claim 29 has been canceled.

Claim 30 has been added to reflect that the pressurized fuel recited in claim 18 is low pressure fuel on the order of 45-60 psi. Support for this particular claim can be found in paragraph [0005].

Applicants respectfully submit that support for these amendments can be found throughout the specification and drawings, and thus, no new matter has been added by way of these amendments.

V. REJECTION OF CLAIMS 18-22 AND 28 UNDER 35 U.S.C. § 102

Claims 18-21 and 28 stand rejected under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,505,608 issued to Hiraku et al. The Examiner asserts that Hiraku et al. show a fuel rail assembly as claimed including first and second fuel rails 53a, 53b, two crossover conduits 57, 58, and fluid flow restrictors 58, 58' in one of the crossover conduits. The Examiner further asserts that the two crossover tubes (one at each end of the fuel rails) are non-symmetric with one another due to one crossover tube having the restrictors 58, 58'. For at least the reasons set forth below, Applicant respectfully traverses this rejection.

With respect to independent claim 18 (as amended), Applicant respectfully submits that the cited reference does not include each and every recited limitation. In particular, Applicant respectfully submits that the cited reference fails to disclose a fuel rail assembly comprised of both a pair of fuel rails wherein one of the fuel rails includes an inlet for receiving pressurized fuel, and a pair of crossover conduits for communicating fuel between the first and second rails. Rather, the cited reference at most discloses one embodiment of a fuel supply system comprised of two fuel rails, a fuel delivery conduit and connecting pipe, wherein the fuel delivery conduit (not the fuel rail itself) includes an inlet for the flow of fuel from a pump to the fuel rails; and a second embodiment wherein the system only has one connecting pipe rather than two. Accordingly, the reference fails to disclose a fuel rail assembly wherein one of the fuel rails includes a fuel supply inlet *and* a pair of crossover conduits connecting the first and second fuel rails together.

Accordingly, for at least the reason that the cited reference fails to disclose each and every recited limitation of claim 18, Applicant respectfully submits that this rejection is improper.

With respect to claims 19-21 and 28, Applicant respectfully submits that these claims depend from base claim 18, and therefore, include each and every limitation thereof. Therefore, for at least the reasons set forth above with respect to the allowability of independent claim 18 (believed allowable), Applicant respectfully submits that the rejection of these claims is likewise improper.

Accordingly, in light of the foregoing, Applicant respectfully requests that the rejection of claims 18-21 and 28 be reconsidered and withdrawn.

VI. REJECTION OF CLAIM 29 UNDER 35 U.S.C. §103(a)

Claim 29 stands rejected under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent No. 6,505,608 issued to Hiraku et al.. The Examiner asserts that Hiraku et al. show the invention substantially as claimed, however, do not specifically show the flow restrictors differing in fluid resistance. The Examiner further asserts that it would have been obvious at the time of the invention for one of ordinary skill in the art to have provided the fuel rail assembly of Hiraku in order to provide differing dampening effects so as to prevent certain resonant frequencies of the pressure waves.

This claim has been canceled, and therefore, Applicant respectfully submits that this rejection is now moot.

VII. REJECTION OF CLAIM 24-27 UNDER 35 U.S.C. §103(a)

Claim 24-27 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent No. 6,505,608 issued to Hiraku et al. in view of U.S. Patent No. 6,431,149 issued to Schwegler et al. or U.S. Patent No. 5,168,856 issued to Lorraine. The Examiner asserts that Hiraku et al. show the invention substantially as claimed, however, do not specifically show the connector fitting details between the fuel rail and the crossover conduit. The Examiner asserts that Schwegler et al. teach a connector 4 as a male barbed member having a flow restrictor within section 15 and elastic tubular bodies such as a polymeric hose connected thereto. The Examiner further asserts that Lorraine also teaches a connector 28 as a male barbed member having a flow restrictor (internal narrowed passage) and polymeric hose connected thereto. Accordingly, the Examiner asserts that it would have been obvious at the time of the invention for one of ordinary skill in the art to have modified the fuel rail assembly of Hiraku et al. to include the teachings of either Schwegler et al. or Lorraine in that such connectors are well known in the art for fuel rails and crossover conduits in order to provide a secure connection and a flexible conduit to allow manipulation if necessary for fitting within an engine compartment. For at least the following reasons, Applicant respectfully traverses this rejection.

Claims 24-27 depend from independent claim 18, and therefore, include each and every limitation thereof. Accordingly, for at least the reasons set forth above with respect to the allowability of claim 18, Applicant respectfully submits that the rejection of claims 24-27 is likewise improper. Therefore, Applicant respectfully requests that this rejection be reconsidered and withdrawn.

VIII. CONCLUSION

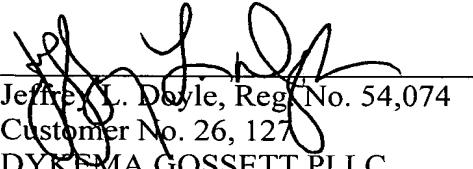
Applicants respectfully submit that claims 18-21 and 24-29 are now in condition for allowance and hereby respectfully request a Notice of Allowance of the same. If the

Atty. Docket No. 65,221-008
Serial No. 10/721,943

Examiner has any further questions regarding this matter, please contact Applicant's undersigned attorney.

Respectfully Submitted,

Dated: May 23, 2005


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